

Central Intelligence Agency



Washington, D.C. 20505

7 APR 1982

Colonel William E. Lawson, III, USAF
Chief, Special Projects Office
Directorate of Development & Production
DCS/RD&A
Room 5D, 156
The Pentagon
Washington, D.C. 20330

Dear Colonel Lawson:

My apologies for taking so long to respond to your letter of 5th March, 1982. As you may have heard, the letter miscarried in the pouch between the Pentagon and Langley and did not reach me until 17th March.

In the interim, you have heard from [redacted] under cover of 17th March, wherein he set forth the general plan for moving U-2 serial #347 from Palmdale to Washington by truck. Thus, the question of flying the aircraft to Andrews AFB appears to have been settled in a manner I trust you will find acceptable. As [redacted] letter said, expenses for preparation and delivery are to be underwritten by Lockheed and P&W, without cost to the Air Force.

Your letter asked for the designation of a Smithsonian point of contact in pursuing preparations for the transfer. My initial contact at the Museum was [redacted] Assistant Director, but I have been more frequently in contact with [redacted] Chairman, Department of Aeronautics and his associate, [redacted] Curator of Aircraft, so I would estimate that [redacted] might be your best contact on a continuing basis. As far as written agreements with the Air Force Museum Director, [redacted] noted to me that in the Smithsonian's basic legislation, they were granted statutory authority "to receive and preserve excess military equipment" (20USC60, 77d and 80c), and that from his standpoint, no formal written agreement with the Air Force Museum was required. This point can be discussed at your convenience. I am enclosing a copy of the business cards of [redacted] containing their local telephone numbers.

I am also enclosing a copy of a letter I received last week from [redacted] following a conversation I had with him and [redacted] at the Museum on 29th March. This goes to the heart of a matter raised by [redacted] in his letter to you of 17th March, namely the removal from #347 of the aircraft components mentioned in paragraph 6. The Museum much prefers that these items remain with the aircraft for the reason they have mentioned: the capture of the systems technology insofar as that does not imply classified components. The Museum is also attempting to locate a run out J-75 engine (not the P-13B modification) that might be installed in the aircraft, so retention of the jet engine tail pipe would be preferred. Kelly has recently said that he does not believe this particular U-2 has the slipper tank configuration, so his statement in paragraph 7 of his

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letter would be modified to that extent. [redacted] letter also refers to a low-key turnover ceremony at the Paul E. Garber Facility in nearby Silver Hill, Maryland, following arrival of the aircraft and its on-site reassembly there. Currently, a 100 X 200 foot Butler-like structure there, known as Building 21, is being cleared out for additional aircraft display space, and it is there that the U-2 would initially be displayed until such time as it might be accommodated in the main National Air & Space Museum Building on the Mall, several years hence as its turn comes up to be displayed there. A suitable legend regarding the aircraft would be displayed on a stand in front of it, along with the J-57 engine which powered the early models. The wording of this legend would largely be confined to serial number, date of manufacture and basic performance characteristics, and we would work with your people and Kelly on suitable language and statistics.

I had hoped to meet with Lt. Col. Ray Novotny of your staff this week, but I understand he is on TDY the balance of the week. Next week I shall be in Australia on personal business and will return to Washington on 24th April, after which I will look forward to meeting with you and your staff in furtherance of the objective. Since the Museum prefers to receive the aircraft in late summer, I believe we will have ample time to iron out any possible impediments. I think you will agree that the direction in which we are proceeding meets any possible objections that might have been implicit in delivery options that we had proposed initially.

With best regards,



cc: [redacted]

Lockheed Corporation

NATIONAL AIR AND SPACE MUSEUM



SMITHSONIAN INSTITUTION

WASHINGTON, D. C. 20560

March 31, 1982



[redacted] and I enjoyed meeting with you to discuss the forthcoming presentation of the U-2 to the National Air and Space Museum (NASM).

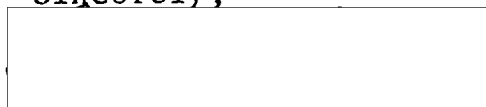
While we are quite pleased with the arrangements that have been made so far we prefer that the aircraft be delivered in as close to an actual flight configuration as possible. That is, with all the avionics and other equipment included, excepting of course, pyrotechnics and classified items. Although exhibits are our most visible function we consider the preservation of aviation technology more important. This is impossible without the equipment that allows the aircraft to perform its mission.

It will be several years before we could exhibit the U-2 in the NASM building as our exhibits require a great deal of lead time. The aircraft will, however, be exhibited at our Garber Facility in the interim. We are in the process of clearing out the building at the Garber Facility in which we would exhibit the U-2. Since that task will not be completed until late summer we would prefer not to receive the U-2 until early fall.

The turnover ceremony would be at the Garber Facility. Our Director or Assistant Director would officially receive the aircraft from the designated CIA official. We will be glad to provide a photographer.

We greatly appreciate your assistance in this project. Please call if you have any questions.

Sincerely,



Chairman
Aeronautics Department

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